

DUMBA ADMITS PLAN TO INCITE STRIKES; HIS RECALL LIKELY

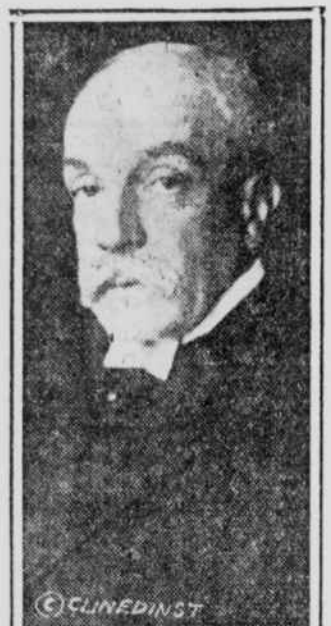
Austrian Envoy's Action
Regarded as
Not Neutral.

SURPRISED BY
HIS DEFENCE

Officials Cannot Under-
stand How He Can
Justify His Course.

WILL NOT MEAN BREAK

As Letter Did Not Reach Foreign
Office, Austria Could Not
Act on It.



DR. CONSTANTIN DUMBA.
Austro-Hungarian Ambassador in
Washington.

BOY CIRCLES CITY IN 13-HOUR SWIM

Robert W. Dowling Goes
from Spuyten Duyvil
Around Manhattan.

Covering a distance of almost forty miles in the water, Robert W. Dowling, the eighteen-year-old swimmer of Spring Lake, N. J., succeeded in circumnavigating Manhattan Island, for the first time in history, yesterday. He was in the water from 8:30 a. m. until 10:15 p. m.

Dowling plunged into the Hudson at Spuyten Duyvil and ploughed his way to the Battery, using the tugboat crawl stroke. There was a light northeast wind. Passing the Barge Office at 1 p. m., he was carried by the tide over to the north end of Governor's Island.

A choppy sea had to be faced from the Battery to Hell Gate, and the swimmer navigated the distance in two hours and fifty-seven minutes, alternating the tugboat with the side and breast strokes.

Robert E. Dowling, the boy's father, president of the City Investment Company, accompanied him the entire distance in a boat, and toward the latter part of the course swam four miles by his side. His trainer, T. J. Howland, was in the boat and fed the swimmer beef juice and chocolate every thirty minutes.

After navigating Hell Gate at 3:57 Dowling met an adverse tide, and did not complete the three miles to the New York Central bridge at 13:41 Street until 7:09 p. m.—more than three hours. The average temperature of the water was 68 degrees.

Three weeks ago the boy attempted the same swim, but was compelled to give it up. He has been training for three years under T. J. Howland at Spring Lake.

The witnesses to the feat were Lawrence M. D. McGuire, George Rolando, Albert V. Berryman, Charles Herryman, Alex. Mahon, Samuel White, Robert W. Dowling and the coach.

The time as checked up by Coach Howland was: Spuyten Duyvil, 8:30; Grant's Tomb, 10:25; Fifty-ninth Street, 11:21; Forty-second Street, 11:37; Twenty-third Street, 11:55; Barge Office, 1:06; Brooklyn Bridge, 1:57; Blackwell's Island, 3:40; Hell Gate, 3:57; Harlem River and 127th Street, 6:15; New York Central Bridge at 134th Street, 7:09; Washington Bridge, 9:45; and the finish mark at 10:15.

Affidavits to this effect will be presented to the A. A. U., with a claim for the record.

ATLANTIC CITY DROWNS SPORT SHIRT IN WRATH

Girls Find Toleration of Color
Stocking on Boardwalk.

[By Telegram to The Tribune.]
Atlantic City, Sept. 5.—Some of Atlantic City's busiest reform advocates and the police officials are quibbling and arguing again over the question of letting the amusement men make a few pennies on Sundays. But the fact that the end of the season is drawing near takes the sting out of the fracas and those who would be affected one way or the other are looking on with amused tolerance.

The so-called sport shirt has been laughed into the ocean. At least it has been chased off the Boardwalk. Heretofore the Boardwalk throngs have stood for wrist watches, parasol toting men and all sorts of funny fashions, but they just couldn't swallow the sport shirt.

Speaking of fashion wrinkles. Two days ago a pair of pretty girls appeared on the beach wearing hosiery that immediately commanded every eye within focus. They wore one stocking of conventional black with a lavishly introduced something worth while and as if in proof, six or eight more girls appeared next day in similar regalia. To-day there were easily a score of them who had traded stockings, the colors of which ran from baby blue to London smoke and pinkish tints.

"KILL THE UMPIRE," REALITY Lad Stabbed in Back in Dispute Over Foul Ball.

With the score a tie at the beginning of the ninth, Ray Duffy, the terror of all pitchers who try to demolish the Exeters of Manhattan, stepped to the bat. The Seneca of Laurel Hill spread out at Queens Boulevard and Hultz Street, Long Island City. "Strike tuh!" cried the fourteen-year-old umpire, Carl Reddell, of 219 East Thirty-seventh Street, Manhattan. The next one connected. While Duffy made tracks for first base the umpire called the ball a foul.

"Kill the umpire!" came the usual cry, but when Reddell shouted that he had been stabbed in the back the crowd melted away. Detectives were looking for Duffy.

HOBBOES WILL TAKE DAY OFF Outing and Speeches at Fort George on Their Programme.

Even the hobboes will knock off to-day and celebrate. Fort George will be the scene of the annual Labor Day outing of the knights of the road, who will indulge in games and speeches, and wind up by a round-robos wrestling match with Mulligan stew & la jungle. The International Brotherhood Welfare Association, a speech in itself, will listen to J. Eads How, Cora D. Harvey and other speakers.

Plans for the outing were made yesterday at the first regular Sunday meeting of the association to be held in the new quarters at 128 Fourth Avenue. Free transportation on the railroads was discussed favorably.

TEN KILLED IN TWO AUTO ACCIDENTS

Electric Car and Railway Train
Strike Machines Near Roches-
ter and Glens Falls.

Rochester, Sept. 5.—Five persons were killed to-day, when their automobile was struck by a Delaware & Hudson passenger train. The driver of the car was seriously hurt.

The dead are Stephen S. Emerson, seventy-three, of Rochester; Louis Lawson, fifty, of Spencerport; Florence Truesdale, twenty-four, of Spencerport; Nellie Hayner, forty-five, of Spencerport, and Mrs. Edith Keith, forty-seven, of Washington.

Glens Falls, N. Y., Sept. 5.—Five persons were killed here late to-day, when an automobile in which they were riding was struck by a Delaware & Hudson passenger train. The driver of the car was seriously hurt.

The dead are Mr. and Mrs. Nelson Norton, of Whitehall; their daughter, May, nineteen; Mrs. John Norton, thirty, and a granddaughter, Edith, aged five.

After striking the car the train went nearly an eighth of a mile before it could be brought to a stop. Three of the bodies were found on the engine.

LINER NAVAHOE CRIPPLED AT SEA

Comanche Towing Boat with
Passengers Aboard Back to
This Port.

The Sandy Hook wireless station picked up a message last night, announcing that the steamer Navahoe, of the Clyde Line, bound from New York for Wilmington, N. C., had been disabled a hundred miles south of the Hook.

It was later learned that the steamer Comanche, of the same line, had gone to the Navahoe's assistance, and was towing the crippled ship back to New York. The Comanche was bound here from Jacksonville, Fla. It is believed that the crippled liner is in no danger and that all of the passengers aboard her are safe.

The Navahoe is an iron screw steamer, of 1,278 tons. She is 356 feet long and was built in Hamburg in 1880.

NEW TREASURE TRAIN ON WAY TO NEW YORK

Carries Third Shipment of Gold
and Securities from London.

Bangor, Me., Sept. 5.—The third treasure train, bearing millions of dollars in gold and securities from London, by way of Halifax, to strengthen British credit in New York, is expected to pass through this city to-morrow afternoon.

While the actual secrecy is being maintained by officials, it was learned to-night that the train would consist of seven cars. It will be preceded by a pilot engine and car to test out the roadbed in order to lessen the chances for accident.

STREETS OF GOLD FOR KUSA, OKLA.

Will Use "Sludge," Not Good In-
tentions, for Paving.

[By Telegram to The Tribune.]
Kusa, Okla., Sept. 5.—The main business street of Kusa will be paved with material which contains both gold and silver. It is the residuum or "sludge" from a zinc smelter here.

An official of the town site company has completed arrangements with the smelter people to save the waste material. The paving will be done in sixty days. Much of the ore, one hundred tons of which will be smelted daily, carries rich gold and silver values.

When the gold value is sufficiently rich to defray the cost of shipment it is sold to smelters. If found to be insufficient it will be used on Kusa streets.

BRITISH FLEET, WITH STEAM UP, STRAINS CABLES

Sir John Jellicoe Shows
Correspondent Signs
of Monster Flock.

SHIPS AND MEN ARE
READY FOR BATTLE

Constant Practice Is "Best We
Have Till Germans Come,"
Says Commander.

London, Sept. 4 (delayed in transmission).—For the first time the veil of secrecy has been lifted from the British naval operations. During the last week a correspondent visited the grand fleet and the great naval bases. At one naval base he saw drydocks capable of docking the largest dreadnoughts which had been built since the war began.

Maps were shown, marking points where German submarines had been sighted and on which the results of the attacks were classified as "sunk," "supposed sunk" and "sunk." When bubbles are observed rising for a long time at the same spot in smooth water it is taken for granted that a submarine's career has been ended.

"How do you get them?" an officer was asked.

"Sometimes by ramming, sometimes by gunfire, sometimes by explosions, and in other ways we will not tell of," was the reply.

All the officers aboard the battleships and armored cruisers are envious of those engaged in submarine hunts, which are regarded as great sport. The professional opinion was expressed that the reason the Germans were declared ready to forego submarine attacks on liners was the want of submarines and the personnel to carry on their campaign.

The admiral commanding at an important naval base told the correspondent that England had 2,300 trawlers, mine sweepers and other auxiliaries in the work of blockading from the British Channel to Iceland and in keeping the North Sea clear, and that their reservist crews had been most successful in combating the kind of naval warfare Germans wage.

At It All the Time.
As the torpedo boat destroyer on which the correspondent was a passenger turned the headland into the harbor where the grand fleet lay at anchor he saw a target being towed for practice by some of the cruisers.

"We keep at it all the time," an officer explained.

The practice of the cruisers finished, the fleet turned to another target, in the immense field of gray shapes which, as the torpedo boat destroyer drew nearer, became line after line of dreadnoughts.

In the neutral tint even the Queen Elizabeth, back place in precise order, looked small unless compared with the inflexible, the flagship of the Falkland Islands battle, or the light cruisers which had come in from "sweeping" the North Sea, as scouting is called in drabs. Several which were sailing over the fleet had their home on a famous Atlantic liner which has carried many thousands of passengers.

In the battle cruiser squadron, which is known in the navy as the "red" squadron, were the Lion and the Tiger, which sank the German armored cruiser Bluecher in the North Sea battle.

This seems a sufficient denial of the German report that the Tiger is at the bottom of the sea," said an officer.

Looking strange among the ten-gun ships of the regular British navy was a Turkish twelve 12-inch gun dreadnought, taken over at the outset of the war.

Jellicoe and His Telescope.
As the torpedo boat destroyer approached the flagship an officer pointed out Vice-Admiral Sir John Jellicoe, promenading the quarterdeck carrying a telescope under his arm. From the quarterdeck he can keep his eye on all the gray monsters of his command.

Quick of movement and of speech, tanned by a year of constant duty and with only a broad band of gold lace to mark his rank, Vice-Admiral Jellicoe received his guests at the gangway. He is never without that telescope when he is on deck, and the young officers on watch see nothing that he does not see.

Vice-Admiral Jellicoe escorted his guests through the ship, showing them the men at drill. He was most interested in calling attention to the gun spotters in special machine practice. The result of each shot is displayed.

"This is the best we have until the German fleet comes out and gives us a chance for the real thing," said the vice-admiral.

Stepping into a small room where telegraph keys clicked and a compact wireless apparatus was hidden behind armor, the correspondent saw one instrument which brings word to Sir

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Liner Torpedoed Unwarned; No American Hurt; Washington Trusts U-Boat Had Justification

U. S. OFFICIALS
TRUST GERMANY
HAS KEPT LAW

Do Not Believe She Would
Flout It at This Criti-
cal Time.

RELY ON ENVOY'S
RECENT ASSURANCE

Failure to Justify Action Will
Destroy All Hope of Amicable
Relations.

[From The Tribune Bureau.]

Washington, Sept. 5.—Washington officials were unable to-night to credit reports that the Allan Line steamer Hesperian had been attacked without justification. They believed full reports would show that the vessel had put herself outside the law in some manner. In view of Count von Bernstorff's formal assurances that liners would no longer be attacked unless they tried to escape or resisted capture, it was thought highly improbable that any such flagrant violation of international law would be committed at this critical time.

The administration will not proceed further with the Arabic case until full details concerning the attempt to sink the Hesperian are received. Both President Wilson and Secretary Lansing, though they refused to be alarmed, take the attitude that it would be useless to go deeper into other questions at issue until they are satisfied that there is no evidence of hostile intent in the attack on the Hesperian.

When the Arabic was sunk Germany's proposal to discuss the general issue of submarine warfare was rejected, and the administration announced that the specific case of the Arabic would have to be satisfactorily settled before negotiations concerning the Lusitania could be continued. In the same way the Hesperian attack is held to be of first importance now, as, unless it can be shown that Germany is not responsible for another unjustified attack, any assurances concerning the Arabic or the general issue would be valueless.

Not Justified by Gun.
The presence of the 47-inch stern gun on board the Hesperian, reported by Consul Frost as a vessel without, in fact, a gun, is not considered by experts, affect the status of the case. The United States has held from the beginning of the submarine attacks that armament could not be held to justify the destruction of a vessel without, in fact, a gun.

In the second Lusitania note, refuting the German contention that the Lusitania carried offensive armament, the President said:

"It was its (the United States government's) duty to see to it that the Lusitania was not armed for offensive action."

Internally, the government has taken the ground that guns of less than six-inch calibre would be presumed to be intended for defence, and while it has entered into an agreement with Great Britain that vessels shall not leave United States ports with any guns whatever, it has been expressly understood that the arrangement was purely informal, and the right of ship owners to arm for defence has not been questioned.

Officials stated that the Hesperian could not be considered a transport because of the presence of the 47-inch gun. The fact that the vessel was organized and armed, Vice-Consul Frost's statement that the troops were "unorganized and mainly invalided," together with the fact that Great Britain would have no purpose in sending troops to Canada, is believed to dispose of this point. All reference in international law to the transportation of troops supports this opinion.

Germany's Responsibility.
The fact that no American lives were lost, which is indicated by reports received here, does not diminish Germany's responsibility, officials say. The only question to be determined is whether the conduct of the German submarine attacked the vessel without justification in international law.

If this proves to be the case, the escape of the Americans will be deemed a matter for congratulation, but due in no way to the forethought of the attacking submarine.

No justification, it is asserted, can be made to hang on the belligerent destination of the Hesperian. International law expressly provides that non-combatants on merchant vessels are entitled to protection, no matter what the matter for congratulation, but due in no way to the forethought of the attacking submarine.

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BERNSTORFF'S PROMISE TO UNITED STATES.

My dear Mr. Secretary:
With reference to our conversation this morning, I beg to inform you that my instructions concerning our answer to your last Lusitania note contain the following passage:

Liners will not be sunk by our submarines without warning and without safety of the lives of non-combatants, provided that the liners do not try to escape or offer resistance.

Although I know that you do not wish to discuss the Lusitania question till the Arabic incident has been definitely and satisfactorily settled, I desire to inform you of the above, because this policy of my government was decided on before the Arabic incident occurred.

I have no objection to your making any use you may please of the above information.

I remain, my dear Mr. Lansing,
Very sincerely yours,
J. BERNSTORFF.

Sept. 1, 1915.

Germany Sees Her Blunder in U-Boat War—Balfour

Says This, Not Realization of Crime, Wilson's Argu-
ments or Strength of United States, Led
to Change in Policy.

London, Sept. 5.—Arthur J. Balfour, First Lord of the Admiralty, has sent the following letter to the British press:

"Much has been written about Germany's military methods and aims on land; not much about her aims and methods at sea, yet, in truth, the two are so intimately connected that neither can be understood apart from the other.

"In 1909 Germany first proclaimed her policy of building a fleet against Great Britain, and from the point of view of her own ambitions the policy was a perfectly sound one. She aimed at world domination, and against world domination the British fleet from the time of Queen Elizabeth to the present has always been found the surest and most effective protection. The Germans have every reason to be aware of the fact, for without the British fleet, Frederick the Great must have succumbed to his enemies, and Napoleon would scarcely have shaken off the Napoleonic tyranny.

Says Success Was Not Attained.
"We may therefore safely assume that nothing but hope of a decisive success would have induced the German ministers to inflict this new stain upon the honor of their country. Yet we cannot regard a government responsible for the Belgian atrocities as either scrupulous or humane, even the most reckless government does not desire to perpetrate unnecessary crimes.

"As to what the German navy must have felt about the new policy, we can only conjecture. But German sailors are gallant men, and gallant men do not like being put on a coward's job. They know well enough that in the old days, which we are pleased to regard as less humane than our own, there was not a privateer, but a privateer was thought himself disgraced had he sent to the bottom unwilling merchant ships, with all hands on board; and it can have been no very agreeable reflection, even to the most desperate seaman, that the first notable performance of the German fleet would resemble piracy, rather than privateering.

Freedom on Land Due to British.
"Whatever may be thought about the freedom of the sea in any of its various meanings, the freedom of the land is due in no small measure to the British ships and British sailors. "It takes time, as well as money, to create a great fleet, and Germany, even though it was numerically inferior to that of Great Britain, would nevertheless render the latter impotent, since a British government would dare risk a conflict which, however successful, might leave them in the end with naval forces inferior to those of some third power.

"This is the policy clearly though cautiously expressed in the famous preamble to the navy bill. It is necessary to add that the German Navy League entertained much more ambitious designs.

"So far neither the designs of the German government nor those of the German Navy League have met with any measure of success. The British fighting fleet has become relatively stronger than it was thirteen months ago, and there is no reason to suppose that during the future course of the war this process is likely to be arrested.

New Policy Devised.
"It is indeed plain that after six months of hostilities Admiral von Tirpitz and the government which he led have arrived at the same conclusion. They saw that the old policy had broken down and that a new policy must be devised. Submarines, they thought, might succeed where dreadnoughts and cruisers had failed.

"The change, no doubt, was adopted

COUNT VON BERNSTORFF SILENT ON HESPERIAN

German Ambassador Could Not
Be Found at Usual Places.

Count von Bernstorff, German Ambassador, could not be seen last night. He was not at the German Embassy at Cedarhurst nor at the Ritz-Carlton.

Prince Hatzfeld, counsellor of the embassy, however, made it clear that the count would make no comment on the sinking of the Hesperian until receiving advice from his home government. Dr. Fritz Edler, the ambassador's secretary, said he had not seen the count all day, but he was positive no comment would be made.

The Sabbath had no effect on the bustle of affairs at Cedarhurst, and an almost steady stream of telegraph messengers entered the embassy.

ARMY PLANE FALLS, BADLY HURTING FLYER

Flight Lieutenant Injured in
Brownsville Accident.

Brownsville, Tex., Sept. 5.—An army aeroplane fell shortly before dark to-night, near the aviation camp, several miles outside of Brownsville. Flight Lieutenant Joseph C. Morrow, Jr., was reported badly, if not fatally injured.

Liner Off the Coast
of Ireland with
650 Aboard.

20 PASSENGERS
ARE INJURED

Steamer Is Saved from
Sinking—Submarine
Seen.

8 DEAD, CONSUL SAYS

Vessel Carried "Stern Chaser"
for Defence, but No Munitions
Nor Troops, Say Officials.

Washington, Sept. 5.—A cable message from American Consul Wesley Frost, at Queenstown, to the State Department to-night, announced the torpedoing of the Allan Line steamer Hesperian with a loss of probably eight lives. He said the liner carried mounted and visible on her stern a 47-inch rifle. The consul's message, dated at 1 p. m. to-day, follows:

"The Allan liner Hesperian was torpedoed by a German submarine seventy miles southwest of Fastnet at 8:30 o'clock Saturday evening. One or two Americans were on board; none lost. Loss of life about eight. The vessel has not sunk.

"Admiralty boats landed passengers and troops at 8:30 this morning and have returned to bring the Hesperian in here (Queenstown). She is due about 9 o'clock to-morrow morning. There were about forty-five Canadian troops on board, unorganized and mainly invalided. Also one 47 gun mounted and visible on the stern. The vessel was bound for Montreal."

(By Telegram to The Tribune.)
Montreal, Sept. 5.—Andrew A. Allan emphatically states that the Hesperian at the time she was torpedoed was a passenger ship, not a transport. She carried no organized troops and no munitions.

Submarine Is Seen
as Torpedo Is Fired

(By Cable to The Tribune.)
Queenstown, Sept. 5.—The Hesperian, of the Allan Line, with 350 passengers and a crew of 300, bound from Liverpool for Montreal, was torpedoed by a German submarine off the Irish coast at 8:30 o'clock last night.

The torpedo struck No. 2 bulkhead forward on the starboard side. The quartermaster saw the submarine about one moment before the torpedo was fired, and hailed his captain to stop, but before Captain Main could take action the torpedo hit the ship.

The torpedo struck close to the surface, throwing a column of water to the top of the mast. The explosion was less injurious than in other cases because the projectile was near the surface. The bulkhead doors were closed immediately. The ship settled about six feet by the bow. There was no panic. One boat was spilled from the davits.

The survivors were landed at Queenstown at 8:30 o'clock on Sunday morning. About 450 were rescued. The rescuing vessels immediately returned to the Hesperian, which they should have reached about 4 p. m.

Officers Return to Ship.
No Hesperian officers are now at Queenstown. The captain and twenty men never left her, while the other officers returned to assist in towing her into Queenstown. A wireless message says she may return under her own steam, as the engines are intact, probably arriving at 9 o'clock on Monday morning.

The best information obtained from the survivors indicates that no warning was given by the submarine.

There were 44 Canadian invalided soldiers aboard the Hesperian, also two Americans, one named Dallas. The survivors are being amply cared for in Queenstown, which is becoming used to submarine disasters. It is hoped they will be able to recover their property aboard the damaged ship.

Twenty Passengers Injured.
The force of the explosion was tremendous, and of the passengers landed at Queenstown, many of